

SHORT INTERESTS MADE BAD SHOWING

Senate Judiciary and Governor
Hughes's Committee Cause
Some Uneasiness.

NEW YORK, January 29.—The narrow professional dimensions of the current stock market were demonstrated in the limitation of the price movement. The short interest, which up in the course of yesterday's sharp decline, and its moderate extension early today, was sufficient to bring about a rally before the day was over, which was, however, poorly maintained.

Various degrees of dissatisfaction were felt and reflected in the recommendation of the Senate Judiciary Committee at Washington against proposed changes in the Sherman antitrust law, and with the announcement of the coming oral examination of stock exchange officials by the Hughes committee to investigate exchange.

The impression was conveyed that reference will be made at this time to the committee's recommendations of some features of stock market procedure, which may prove an embarrassment to speculative operations. The hope has been entertained that congressional action which would moderate the present stringency of the provisions of the Sherman antitrust law might be taken at an early date.

December net earnings of railroads showed gratifying improvement in net earnings over those of the preceding year.

Bonds were irregular. Total sales, \$2,654,000. United States bonds were unchanged on call. Total sales of stocks were \$23,900 shares.

NEW YORK, January 29.—Money on call steady; 1/4-1/2 per cent; ruling rate, 2 per cent. Time loans dull and heavy; six days, 2 1/2-2 3/4 per cent; ninety days, 2 1/2-2 3/4 per cent; three months, 2 1/2-2 3/4 per cent. Sterling exchange strong, with actual business in bankers' bills at \$45.05 for sixty-day bill, and at \$45.10 for ninety-day bill. Commercial bills at \$45.15 for sixty-day bill, and at \$45.20 for ninety-day bill. Bar silver, 111-12. Mexican dollars, 44.

RICHMOND STOCK MARKET.

Richmond, Va., January 29, 1909.

SALES AT BOARD.

Virginia Fire and Marine—19 at 60 1/2.

STATE SECURITIES. Bid, Asked.

North Carolina 4s, C. 1910, 99 1/2.

North Carolina 4s, C. 1912, 118 1/2.

U. S. 4s, C. 1910, 102 1/2.

U. S. 4s, C. 1912, 102 1/2.

U. S. 4s, C. 1914, 102 1/2.

U. S. 4s, C. 1916, 102 1/2.

U. S. 4s, C. 1918, 102 1/2.

U. S. 4s, C. 1920, 102 1/2.

U. S. 4s, C. 1922, 102 1/2.

U. S. 4s, C. 1924, 102 1/2.

U. S. 4s, C. 1926, 102 1/2.

U. S. 4s, C. 1928, 102 1/2.

U. S. 4s, C. 1930, 102 1/2.

U. S. 4s, C. 1932, 102 1/2.

U. S. 4s, C. 1934, 102 1/2.

U. S. 4s, C. 1936, 102 1/2.

U. S. 4s, C. 1938, 102 1/2.

U. S. 4s, C. 1940, 102 1/2.

U. S. 4s, C. 1942, 102 1/2.

U. S. 4s, C. 1944, 102 1/2.

U. S. 4s, C. 1946, 102 1/2.

U. S. 4s, C. 1948, 102 1/2.

U. S. 4s, C. 1950, 102 1/2.

U. S. 4s, C. 1952, 102 1/2.

U. S. 4s, C. 1954, 102 1/2.

U. S. 4s, C. 1956, 102 1/2.

U. S. 4s, C. 1958, 102 1/2.

U. S. 4s, C. 1960, 102 1/2.

U. S. 4s, C. 1962, 102 1/2.

U. S. 4s, C. 1964, 102 1/2.

U. S. 4s, C. 1966, 102 1/2.

U. S. 4s, C. 1968, 102 1/2.

U. S. 4s, C. 1970, 102 1/2.

U. S. 4s, C. 1972, 102 1/2.

U. S. 4s, C. 1974, 102 1/2.

U. S. 4s, C. 1976, 102 1/2.

U. S. 4s, C. 1978, 102 1/2.

U. S. 4s, C. 1980, 102 1/2.

U. S. 4s, C. 1982, 102 1/2.

U. S. 4s, C. 1984, 102 1/2.

U. S. 4s, C. 1986, 102 1/2.

U. S. 4s, C. 1988, 102 1/2.

U. S. 4s, C. 1990, 102 1/2.

U. S. 4s, C. 1992, 102 1/2.

U. S. 4s, C. 1994, 102 1/2.

U. S. 4s, C. 1996, 102 1/2.

U. S. 4s, C. 1998, 102 1/2.

U. S. 4s, C. 2000, 102 1/2.

U. S. 4s, C. 2002, 102 1/2.

U. S. 4s, C. 2004, 102 1/2.

U. S. 4s, C. 2006, 102 1/2.

U. S. 4s, C. 2008, 102 1/2.

U. S. 4s, C. 2010, 102 1/2.

U. S. 4s, C. 2012, 102 1/2.

U. S. 4s, C. 2014, 102 1/2.

U. S. 4s, C. 2016, 102 1/2.

U. S. 4s, C. 2018, 102 1/2.

U. S. 4s, C. 2020, 102 1/2.

U. S. 4s, C. 2022, 102 1/2.

U. S. 4s, C. 2024, 102 1/2.

U. S. 4s, C. 2026, 102 1/2.

U. S. 4s, C. 2028, 102 1/2.

U. S. 4s, C. 2030, 102 1/2.

U. S. 4s, C. 2032, 102 1/2.

U. S. 4s, C. 2034, 102 1/2.

U. S. 4s, C. 2036, 102 1/2.

OFFICIAL RICE AND SALE OF STOCKS IN NEW YORK.

By THOMAS BRANCH & CO., Bankers and Brokers.

SALES:	Open.	High.	Low.	Closing.	Bid.	Asked.
100 Allis-Chalmers, pfd.	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2
100 Allis-Chalmers, com.	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2
100 American Can, pfd.	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
100 American Can, com.	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2
100 Amer. Car and Foundry, pfd.	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
100 Amer. Car and Foundry, com.	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
100 Amer. Locomotive, pfd.	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
100 Amer. Locomotive, com.	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
100 American Smelting, pfd.	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
100 American Smelting, com.	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
100 American Sugar, pfd.	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2
100 American Sugar, com.	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
100 Amer. Tel. and Tel. Co., pfd.	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
100 Amer. Tel. and Tel. Co., com.	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
100 American Tobacco, pfd.	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2
100 American Tobacco, com.	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2
100 Atlantic Coast Line, pfd.	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
100 Atlantic Coast Line, com.	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
100 Baltimore and Ohio, pfd.	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
100 Baltimore and Ohio, com.	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
100 Canadian Pacific, pfd.	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2
100 Canadian Pacific, com.	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2
100 Chesapeake and Ohio, pfd.	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
100 Chesapeake and Ohio, com.	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
100 Chicago and North Western, pfd.	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2
100 Chicago and North Western, com.	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2
100 C. M. and St. Paul, pfd.	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2
100 C. M. and St. Paul, com.	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2
100 Cleve. Cin. and St. L., pfd.	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2
100 Cleve. Cin. and St. L., com.	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2
100 Colorado Fuel and Iron, pfd.	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
100 Colorado Fuel and Iron, com.	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
100 Canadian Southern, pfd.	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
100 Canadian Southern, com.	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
100 Consolidated Gas, pfd.	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
100 Consolidated Gas, com.	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
100 Denver and Rio Grande, pfd.	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
100 Denver and Rio Grande, com.	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
100 Erie, pfd.	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
100 Erie, com.	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
100 General Electric, pfd.	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2
100 General Electric, com.	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2
100 Great Northern, pfd.	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
100 Great Northern, com.	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
100 Great Northern Ore. Cts., pfd.	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
100 Great Northern Ore. Cts., com.	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
100 Illinois Central, pfd.	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2
100 Illinois Central, com.	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2

CLOSING BOND QUOTATIONS.

Delaware and Hudson 4s (bid).....	101	Reading General 4s.....	98 1/2
Denver and Rio Grande 4s.....	75 1/2	Republic of Cuba 5s.....	102
Denver and Rio Grande 4s.....	75 1/2	S. L. and Iron Mount, com. 5s (bid).....	111 1/2
Erie 4s (bid).....	107 1/2	St. Louis and San Francisco 4s.....	88
Erie General 4s.....	100 1/2	St. Louis Southwestern com. 4s.....	80
Hocking Valley 4 1/2s (bid).....	107 1/2	Seaboard Air Line 4s.....	65 1/2
Jacksonboro Metro. 4 1/2s (bid).....	107 1/2	Southern Railway 4s.....	113 1/2
Japan 4s.....	81	Southern Railway 4s.....	113 1/2
Japan 4 1/2s (bid).....	81 1/2	U. S. 8s, registered.....	84
Japan 4 1/2s, 2d series.....	89 1/2	U. S. 8s, coupon.....	84
Louisville 4 1/2s.....	104	U. S. 8s, coupon.....	84
Manhattan consol gold 4s (bid).....	94	Union Pacific 4s.....	72 1/2
Mexican Central 4s (bid).....	88 1/2	U. S. 8s, coupon.....	84
Mexican Central 4 1/2s.....	90 1/2	U. S. 8s, coupon.....	84
Minn. and St. Louis 4s (bid).....	88 1/2	U. S. 8s, coupon.....	84
Missouri, Kan. and Tex. 4s (bid).....	98 1/2	U. S. 8s, coupon.....	84
Missouri, Kan. and Tex. 4 1/2s.....	98 1/2	U. S. 8s, coupon.....	84
Nat'l R. R. of Mex. com. 4s (asked).....	81 1/2	U. S. 8s, coupon.....	84
New York Central com. 3 1/2s.....	78	U. S. 8s, coupon.....	84
New Jersey Central com. 5s.....	78 1/2	U. S. 8s, coupon.....	84
Norfolk and Western com. 4s.....	95 1/2	U. S. 8s, coupon.....	84
Norfolk and Western com. 4s.....	95 1/2	U. S. 8s, coupon.....	84
Oregon Short Line rfdg. 4s.....	95 1/2	U. S. 8s, coupon.....	84
Pennsylvania com. 3 1/2s, 1915.....	103 1/2	U. S. 8s, coupon.....	84
Pennsylvania consol 4s.....	106	U. S. 8s, coupon.....	84